

a manner guaranteeing the freedom of the seas, and will welcome it with gratitude and satisfaction if it can work hand in hand with the American government on that occasion.

"If in the present war the principles which should be the ideal of the future have been traversed more and more, the longer its duration, the German government has no guilt therein. It is known to the American government how Germany's adversaries, by completely paralyzing peaceable traffic between Germany and neutral countries, have aimed from the very beginning and with increasing lack of consideration at the destruction not so much of the armed forces as the life of the German nation, repudiating in doing so all the rules of international law and disregarding all rights of neutrals.

England to Blame.

"On November 5, 1914, England declared the North Sea a war area and by planting poorly anchored mines and by the stoppage and capture of vessels made passage extremely dangerous and difficult for neutral shipping, so (by) that actually blockading neutral coasts and ports contrary to all international law. Long before the beginning of submarine war England practically completely intercepted legitimate neutral navigation to Germany also. Thus Germany was driven to a submarine war on trade. On November 14, 1914, the English premier declared in the house of commons that it was one of England's principal tasks to prevent food for the German population from reaching Germany via neutral ports. Since March 1, England has been taking from neutral ships without further formality all merchandise proceeding to Germany, as well as all merchandise coming from Germany, even with neutral property. Just as it was also with the Boers, the German people is now to be given the choice of perishing from starvation with its women and children or of relinquishing its independence.

"While our enemies thus loudly and openly proclaim without mercy our utter destruction, we were conducting a war in self-defense for our national existence and for the sake of peace of an assured permanency. We have been obliged to adopt a submarine warfare to meet the declared intentions of our enemies and the methods of warfare adopted by them in contravention of international law.

"Might Suffer"—and Did.

"With all its efforts in principle to protect neutral life and property from damage as much as possible, the German government recognized unreservedly in its memorandum of February 4 that the interests of neutrals might suffer from the submarine warfare. However, the American government will also understand and appreciate that in the fact of existence which has been forced upon Germany by its adversaries and announced by them it is the sacred duty of the imperial government to do all within its power to protect and save the lives of German subjects. If the imperial government were derelict in these, its duties, it would be guilty before God and history of the violation of those principles of highest humanity which are

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Murfreesboro, Tenn. — "I have wanted to write to you for a long time to tell you what your wonderful remedies have done for me. I was a sufferer from female weakness and displacement and I would have such tired, worn out feelings, sick headaches and dizzy spells. Doctors did me no good so I tried the Lydia E. Pinkham Remedies—Vegetable Compound and Sanative Wash. I am now well and strong and can do all my own work. I owe it all to Lydia E. Pinkham's Vegetable Compound and want other suffering women to know about it."—Mrs. H. E. MABEN, 211 S. Spring, St., Murfreesboro, Tenn.



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the foundation of every national existence.

"The case of the Lusitania shows with horrible clearness to what jeopardizing of human lives the manner of conducting war employed by our adversaries leads. In the most direct contradiction of international law, all distinctions between merchantmen and war vessels have been obliterated by the order to British merchantmen to arm themselves and to ram submarines, and the promise of rewards therefor, and neutrals who use merchantmen as travelers thereby have been exposed in an increasing degree to all the dangers of war.

Sank Too Fast.

"If the commander of the German submarine which destroyed the Lusitania had caused the crew and passengers to take to the boats before firing a torpedo this would have meant the sure destruction of his own vessel. After the experiences in sinking much smaller and less seaworthy vessels, it was to be expected that a mighty ship like the Lusitania would remain above water long enough after the torpedoing to permit passengers to enter the ship's boats. Circumstances of a very peculiar kind, especially the presence on board of large quantities of highly explosive materials (word omitted possibly "dissipated") this expectation. In addition it may be pointed out that if the Lusitania had been spared thousands of cases of munitions would have been sent to Germany's enemies and thereby thousands of German mothers and children robbed of breadwinners.

"In the spirit of friendship where-with the German nation has been imbued towards the Union and its inhabitants since the earliest days of its existence, the imperial government will always be ready to do all it can during the present war also to prevent the jeopardizing of lives of American citizens. The imperial government therefore repeats the assurances that American ships will not be hindered in the prosecution of legitimate shipping and the lives of American citizens in neutral vessels shall not be placed in jeopardy.

Suggests Arrangement.

"In order to exclude any unforeseen dangers to American passenger steamers made possible in view of the conduct of maritime war by Germany's adversaries, German submarines will be instructed to permit the free and safe passage of such passenger steamers when made recognizable by special markings and notified a reasonable time in advance. The imperial government, however, confidently hopes that the American government will assume to guarantee that these vessels have no contraband on board, details of arrangement for the unhampered passage of these vessels to be agreed on by the naval authorities of both sides.

"In order to furnish adequate facilities for travel across the Atlantic for American citizens the German government submits for consideration a proposal to increase the number of available steamers by installing in passenger service a reasonable number of neutral steamers under the American flag, the exact number to be agreed upon under the same condition as the above mentioned American steamers. The imperial government believes it can assume that in this manner adequate facilities for travel across the Atlantic ocean can be afforded American citizens. There would, therefore, appear to be no compelling necessity for American citizens to travel to Europe in time of war on ships carrying an enemy flag.

"In particular the imperial government is unable to admit that American citizens can protect an enemy ship through the mere fact of their presence on board.

"Germany merely followed England's example when she declared part of the high sea an area of war. Consequently, accidents suffered by neutrals on enemy ships in this area of war can not well be judged differently from accidents to which neutrals are at all times exposed at the seat of war on land when they betake themselves into dangerous localities in spite of previous warnings.

"If, however, it should not be possible for the American government to acquire an adequate number of neutral passenger steamers the imperial government is prepared to interpose no objections to the placing under American flag by the American government of four enemy passenger steamers for passenger traffic between North America and England. Assurances of 'free and safe' passage for American passenger steamers would extend to apply under the identical conditions to these formerly hostile passenger steamers.

"The president of the United States has declared his readiness, in a way deserving of thanks, to communicate and suggest proposal to the government of Great Britain with particular reference to the altercation of maritime warfare. The imperial government will always be glad to make use

of the good offices of the president and hopes that his efforts in the present case, as well as in the direction of the lofty ideal of the freedom of the seas, will lead to an understanding.

"The undersigned requests the ambassador to bring the above to the knowledge of the American government and avails himself of the opportunity to renew to his excellency the assurances of his most distinguished consideration.

(Signed) "Von Jagow."

CONFIRMS IMPRESSIONS REGARDING THE ANSWER

Washington, July 9.—Arrival tonight of a press translation of the German reply to the United States submarine note confirmed impressions current in official quarters for several days that Germany would refuse to give assurances asked by the United States that the lives of Americans traveling the high seas on unarmed ships of any nationality be not endangered.

The press copy arrived too late to be read by many officials and those who saw it said they could not comment until the official text arrived. This probably will reach here late tomorrow or Sunday and President Wilson, it is understood, will start back for Washington to communicate with his cabinet as soon as word is sent him that it is here.

The apparent restrictions placed by Germany on the use of American passenger ships, which it seems are to be given complete immunity from interference only if they do not carry contraband, was regarded in many quarters as adding another to many issues which have arisen over submarine warfare.

Assumption of liability for the loss of Americans in the Lusitania tragedy was considered to have been wholly evaded by Germany and the chief principle for which the United States announced that it would omit "no word or act" to see observed was viewed as having been lightly passed over.

The general feeling that the note would be unsatisfactory and bring to a crisis the friendly relations that have existed between the United States and Germany developed more strongly in official quarters as news of the contents of the note spread. For several days tension has been renewed but officials have inclined to manifest their displeasure or apprehension over the situation, believing that nothing could be done or said until the official version of the German reply was at hand.

What the course of the United States will be is problematical. Many of those in official quarters familiar with Germany's proposals as outlined by Ambassador Gerard in the last few days are in favor of an emphatic assertion by the American government that it intends to exercise the rights which it holds under international law, placing upon Germany the responsibility for any future violation that may cause a breach in friendly relations.

Persons conversant with diplomatic precedents in the framing of notes believed the next step of necessity would be an advance in the position of the United States, for, having asked for assurances and failed to receive them, the field for further negotiations had been considerably narrowed and now required some assertion of rights.

FLAMES ON LINER WORK OF FANATIC?

Fire on Steamer Minnehaha Under Control—Suspect Holt's Hand.

New York, July 8.—While the steamship Minnehaha, a freight ship with 15,000 tons of war munitions aboard, was speeding to Halifax, N. S., tonight, Atlantic Transport officials and authorities here were bending every effort to learn if the blaze could have been the work of Frank Holt, assailant of J. P. Morgan, who had given warning that a steamship would sink in midocean July 7.

The Minnehaha is due to reach Halifax tomorrow morning. Capt. Claret's last message said the fire was under control. It started yesterday from an explosion in a forward hold far away from the ammunition. Line officials here believe that Capt. Claret picked up the wireless sent to all ships and had caused a search to be made to ascertain if there were any bombs aboard.

The fact that no further word was received tonight at the offices of the Atlantic Transport line was taken to indicate that the ship was making good progress.

The Minnehaha left here July 4 for London. She carried no passengers. Her crew numbered nearly 100.

The possible fate of the Minnehaha overshadowed all other developments in the case of the man who set off the capital bomb, then shot J. P. Morgan and finally committed suicide.

The theory that Holt had accomplices because of the large amount of money he was supposed to have spent was almost abandoned by the police tonight on receipt here of much of the dead man's correspondence. After

many letters were read it was announced nothing had been found to indicate that Holt had an accomplice. Most of the letters were of a business nature.

With the letters were newspaper clippings referring to murder and insanity. This, it was pointed out, seemed to clinch the fact that Holt was Erich Muentzer, if nothing else did. Late today Holt's body was sent to Dallas, Texas, for burial.

An inquest into Holt's death was postponed until tomorrow, owing to the absence of Jeremiah O'Ryan, keeper of the jail, who was detailed to guard Holt.

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The School Improvement association of Pomaria will give a barbecue in the grove at Pomaria on July 3, for the benefit of the school.

Mrs. Jno. C. Aull, Pres.

Barbecue.

I will give a big barbecue at my residence July 3 at 11 o'clock. Sell meat and wash.

J. M. Counts.

Barbecue at Little Mountain.

A barbecue will be had at Little Mountain on Friday, July 16, for the benefit of Little Mountain high school. Live educational topics will be discussed by able speakers. The cue will be fine and prices moderate.

Barbecue.

I will give a first class Barbecue at Longshore July 22. Special invitation to ladies and children.

J. M. Counts.

Barbecue.

We will give a first class Barbecue at the Newberry Hill, near B. M. Suber's, August 14. Come one and all and spend a pleasant day.

B. M. Suber.

7-9-td

O. A. Felker.

Barbecue.

I will furnish a first-class barbecue at Silverstreet on Friday, July 16. The meats will be cooked by that prince of barbecue makers, Mr. J. Pat Blair. Speedies will be made by C. P. Barre and E. H. Aull. Let every one come and get a good dinner.

7-9-td

J. M. Nichols.

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RATES AND SCHEDULE

	Atlanta	Birmingham
Columbia.....	7:30 a. m. \$3.50	\$6.00
Irmo.....	7:45 a. m. 3.50	6.00
Ballentine.....	8:04 a. m. 3.50	6.00
White Rock.....	8:11 a. m. 3.50	6.00
Hilton.....	8:15 a. m. 3.50	6.00
Chapin.....	8:24 a. m. 3.50	6.00
Little Mountain.....	8:36 a. m. 3.50	6.00
Slighs.....	8:43 a. m. 3.50	6.00
Prosperity.....	8:54 a. m. 3.50	6.00
Newberry.....	8:13 a. m. 3.50	6.00
Jalapa.....	9:30 a. m. 3.50	6.00
Gary.....	9:37 a. m. 3.50	6.00
Kinards.....	9:44 a. m. 3.00	5.50
Goldville.....	9:54 a. m. 3.00	5.50
Laurens.....	8:20 a. m. 3.00	5.50
Ar. Clinton.....	10:15 a. m. 3.00	5.50

Arrive Atlanta 4:00 P. M.

Arrive Birmingham 10:20 P. M.

Special train leaves Gervais Street Depot, Columbia, 7:30 a. m. Wednesday morning, July 14. Arrive Atlanta 4.00 p. m.; Birmingham 10:20 p. m. Tickets sold to Birmingham will be honored returning on all regular trains. Tickets from Atlanta good returning on all regular trains except Train No. 6, leaving Atlanta 3.00 p. m. Returning passengers must reach original starting point prior to midnight Sunday, July 18, 1915. Children under 12 years half rate.

For detailed information call on any C. N. & L. agent or write

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